



SPIKOWSKI PLANNING ASSOCIATES

September 4, 2008

Chahram Badamtchian, AICP
Lee County Community Development Department, Zoning Division
P.O. Box 398
Fort Myers, Florida 33902-0398

RE: Proposed Lee Plan amendments on San Carlos Island (CPA-2007-00051)

Dear Mr. Badamtchian:

On behalf of the Town of Fort Myers Beach, I have reviewed the pending Lee County comprehensive plan amendments for property on San Carlos Island. These comments identify the town's concerns at this point and may be supplemented by additional comments from the town in the near future. These comments are not based on a complete review of this proposal but they shed light on the nature of the request and some of its potential impacts on San Carlos and Estero Islands.

SUMMARY

The proposal is to create a new category on Lee County's Future Land Use Map to accommodate a major destination resort. The resort would have 600 dwelling units, a 300-room hotel, a freestanding parking garage, and related facilities. Building heights could be up to 22 stories over parking.

The property in question includes about 27 acres of high ground along both sides of Main Street. On the north side of Main Street are the existing Ebb Tide and Oyster Bay senior-only RV parks (about 15 acres); together these parks accommodate about 271 spaces, a density of just over 18 spaces per acres. On the south side of Main Street there is dry boat storage, a restaurant, and other commercial/industrial support facilities (about 12 acres). The combined properties also include about 7 acres of mangrove swamp and 39 acres of submerged land in Hurricane Pass and Matanzas Pass.

The scale and height of the proposed resort would be completely different from nearby conditions on both San Carlos and Estero Islands. The applicant argues that Lee County's current development rules for San Carlos Island make re-use of these properties impractical given the state of the shrimping industry and the declining market for RV sites. The applicant asserts that this proposal will have no significant impacts on traffic or utilities.

Lee County's vision for San Carlos Island is stated simply in the Lee Plan: "The San Carlos Island area, which is nearly built out today, will continue to develop its infill areas while maintaining its marine oriented nature." The marine-oriented restrictions apply most strictly on land within 300 feet of Matanzas Pass, but also apply between that zone and Main Street. These restrictions have been in place for nearly 20 years in an attempt to reserve land along the deep channel for commercial fishing and related marine industrial uses.

Lee County does not have a pre-disaster buildback policy like the town of Fort Myers Beach, thus the redevelopment potential for RV and mobile home parks is limited to what would be allowed on vacant property, 6 dwelling units per acre (about 86 units here).

The applicant may be correct in asserting that Lee County's regulations for San Carlos Island are in need of review and updating, given changes over the past 20 years. The fishing industry has continued to decline, and RVs and mobile homes are increasingly obsolete and prone to flood damage. Redevelopment would allow a modern surface water management system and would elevate all buildings above expected flood levels.

However, the current proposal would be a dramatic departure not only from existing conditions but from general county policy restricting high-density development in coastal areas and along overcrowded roads. It would also begin reversing the county's longstanding efforts to reserve suitable land for marine industrial uses.

TRAFFIC

The most obvious planning issue is traffic. The applicant's traffic engineer concludes that no nearby roads would operate below adopted levels of service. Although it is possible to reach this conclusion on a purely technical basis, it is an absurdity in the real world given the unmistakable traffic congestion that already exists in the immediate area.

The traffic engineer's conclusion is explicitly based on Lee County building a new bridge from San Carlos Island to Estero Island near Bay Oaks. This second bridge is in Lee County's financially feasible road plan for 2030 (copy attached). As an ironic note, the bridge would likely run from Main Street right through this property; building the proposed high-rise hotel would probably make the new bridge infeasible.

The traffic engineer's conclusion ignores several real facts about traffic congestion and levels of service. Florida DOT has already widened San Carlos Boulevard to five lanes even though its congestion is caused by conditions on Estero Island, not by a lack of lanes on San Carlos Island or the mainland. While it is true that further widening of San Carlos Boulevard is not needed to continue meeting its "adopted levels of service," stating that fact as if it is relevant conveniently sidesteps any assessment of this project's actual impact on traffic congestion.

It is also narrowly true that this project would not cause Estero Boulevard to fall below its "adopted level of service." That is true only because after limiting development and redevelopment to the lowest possible levels, the town of Fort Myers Beach consciously chose a poor level of service for Estero Boulevard that acknowledges existing congestion. Without this acknowledgment, redevelopment efforts within the town would have been completely stymied. In this case, analyzing the effect a major increase in density and intensity simply as to its effect on the "adopted level of service" completely ignores this project's likely impact on traffic congestion.

Lee County has formally acknowledged past over-development in coastal areas and has placed relevant policies in the Lee Plan:

POLICY 105.1.2: Rezoning to allow higher densities will not be permitted on barrier and coastal islands if the capacity of critical evacuation routes would thereby be exceeded (see Objective 109.1). (Amended by Ordinance No. 92-35, 00-22)

POLICY 105.1.5: Zoning requests located in the coastal high hazard area will be considered for reduced or minimum density assignments, in accordance with their future land use category density range. This evaluation should be done in concert with an evaluation of other individual characteristics such as compatibility with existing uses, desired urban form, and availability of urban services. (Added by Ordinance No. 05-19)

The applicant argues that these policies are not applicable because evacuation routes are satisfactory and that this is a comprehensive plan request, not a zoning request (even though a zoning change would be needed to carry out the proposed comprehensive plan amendment).

SUMMARY

Overall, the applicant has put forth several valid points about the current development restrictions on San Carlos Island. However, the current proposal is excessive in both height and density given its coastal location. Without a new bridge, the traffic impacts of this proposal would be completely unacceptable, yet the proposed hotel would foreclose the option of building this very bridge. The proposed water taxi, while valuable, would have only minor mitigating effects given the size of the proposed development, current road conditions, and the site's location beyond walking distance from most of the amenities that visitors would be seeking.

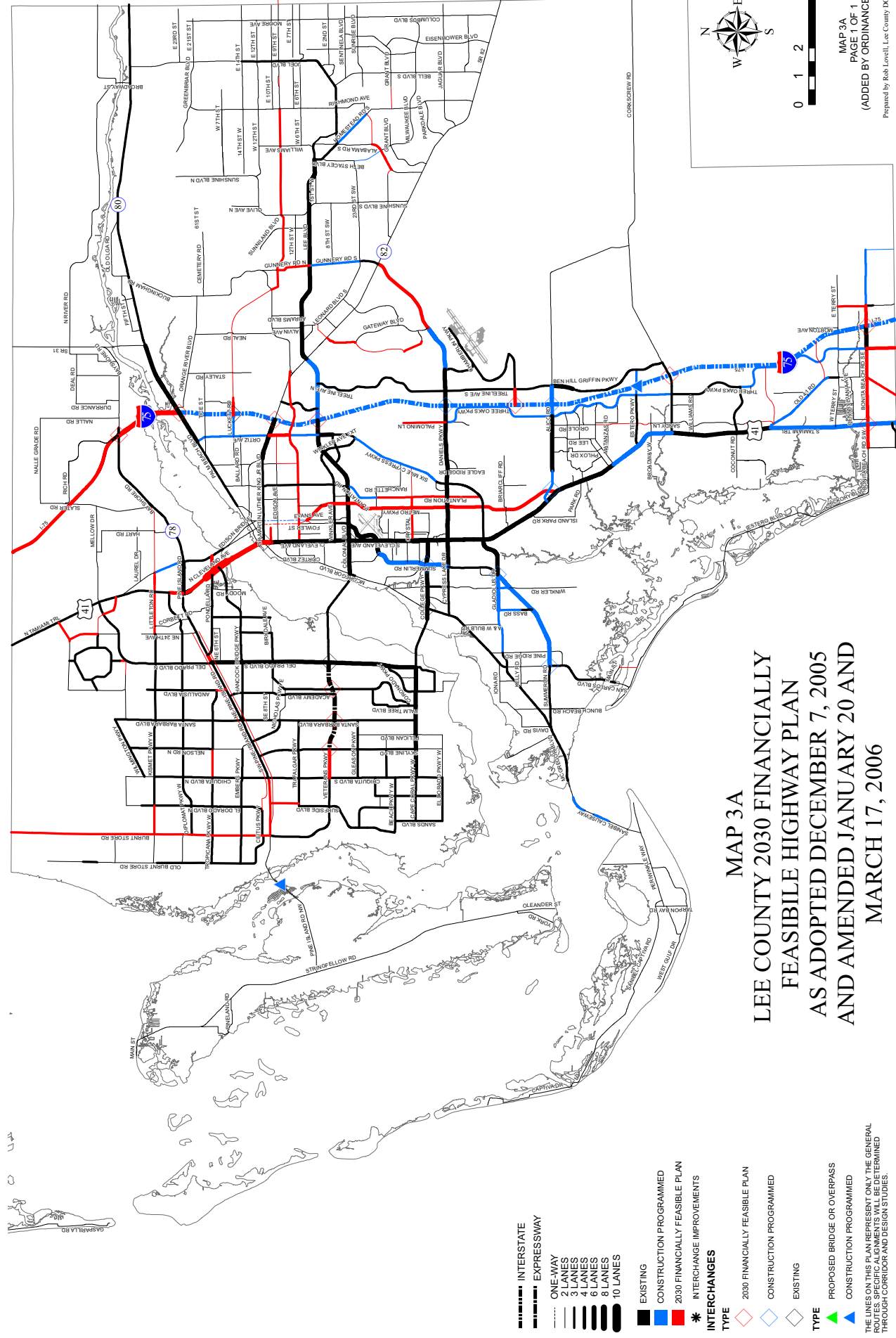
The Town of Fort Myers Beach has faced similar concerns about future redevelopment of the Red Coconut and Gulfview Colony parks on Estero Boulevard. The solution set forth in the Fort Myers Beach Comprehensive Plan should be considered by Lee County for San Carlos Island as well — allowing redevelopment of those parks at densities similar to the existing parks but in a traditional neighborhood format that eliminates flood-prone structures and improves drainage conditions, all without resorting to high-rise or high-density development.

Sincerely,

Bill Spikowski, AICP

ATTACHMENTS:

Lee County 2030 Financially Feasible Highway Plan
Discussion of additional bridges from January 2007 Evaluation/Appraisal Report (pp. 39–41)



MAP 3A
LEE COUNTY 2030 FINANCIALLY
FEASIBLE HIGHWAY PLAN
AS ADOPTED DECEMBER 7, 2005
AND AMENDED JANUARY 20 AND
MARCH 17, 2006

MAP 3A
PAGE 1 OF 1
(ADDED BY ORDINANCE # 07-11)

Prepared by Rob Lovell, Lee County DOT, July 18, 2006



- LEGEND**
- INTERSTATE
 - EXPRESSWAY
 - ONE-WAY
 - 2 LANES
 - 3 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 10 LANES
 - EXISTING
 - CONSTRUCTION PROGRAMMED
 - 2030 FINANCIALLY FEASIBLE PLAN
 - * INTERCHANGE IMPROVEMENTS
 - INTERCHANGES**
 - ◇ 2030 FINANCIALLY FEASIBLE PLAN
 - ◇ CONSTRUCTION PROGRAMMED
 - ◇ EXISTING
 - ▲ PROPOSED BRIDGE OR OVERPASS
 - ▲ CONSTRUCTION PROGRAMMED

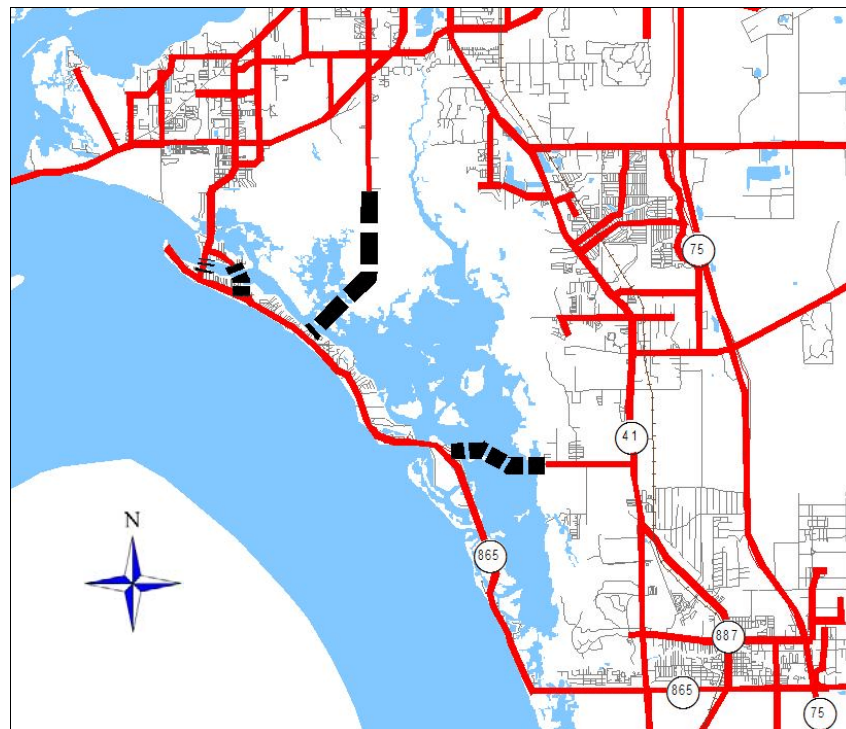
THE LINES ON THIS PLAN REPRESENT ONLY THE GENERAL ROUTES. SPECIFIC ALIGNMENTS WILL BE DETERMINED THROUGH CORRIDOR AND DESIGN STUDIES.

None of the street alternatives just discussed affect conditions beyond Crescent Street. It is readily apparent during congested periods that the conditions causing the congestion continue beyond Crescent Street and even beyond the end of the “Pedestrian Commercial” district (which extends to Diamondhead Resort).

The town’s ongoing efforts to improve the blocks between Crescent Street and Old San Carlos Boulevard are critical both to the character of the downtown area and to traffic congestion. However, congestion on these blocks (and northward across the Sky Bridge) will still result from the inability of traffic to flow smoothly beyond Crescent Street. The level of this congestion is difficult to predict using traffic simulation software, but will undoubtedly still be very substantial.

Two larger congestion relief issues deserve attention. Additional congestion will continue to be caused by growth elsewhere in Lee County and the state because area residents enjoy visiting the beaches. The town has no regulatory authority over such growth, but comfortable and efficient public transit, whether on trolleys or trams, can provide mobility to island visitors (as well as residents) without adding more vehicles to the lines of traffic waiting to enter and leave the island. Public transit is discussed further on pages 47 and 52.

Another type of relief could be provided by building another bridge to Fort Myers Beach. Four “new bridge” alternatives as illustrated in Figure 9 were discussed in the original comprehensive plan on pages 7-A-48 through 52. The Lee County Metropolitan Planning Agency (MPO) has recently evaluated two of these alternatives, a southerly bridge to Coconut Road and a northerly bridge to the end of Main Street on San Carlos Island. The MPO conducted this evaluation to determine whether any of these improvements would provide enough relief for congestion on Estero Boulevard to justify inclusion on the MPO’s new transportation plan for the year 2030, which identifies needed road improvements throughout Lee County.



*Figure 9, potential routes for an additional bridge
(was Figure 28 in Transportation Appendix A)*

The highway portion of the 2030 plan begins with a “highway needs assessment,” which is a map and list of road improvements that are needed throughout Lee County by the year 2030 (without considering affordability). The map summarizing the results of this assessment is shown in Figure 10. Here is the MPO staff summary of the two “new bridge” alternatives for Fort Myers Beach during the early stages of this assessment:

Additional bridges to the beach communities At the outset of the plan development process, staff submitted the three new bridge alternatives listed in the Fort Myers Beach comprehensive plan for environmental screening through FDOT’s ETDM process [*Efficient Transportation Decision Making, a preliminary impact review by state and federal agencies*]. For two of the alternatives, the Coconut Road extension to Lovers Key and the Winkler Road extension to mid-Estero Island, the reviewing agencies reported a total of seven issues on which they had such serious concerns that dispute resolution would be required if the project could ever be permitted. For the third alternative, connecting Main Street near the southeast end of San Carlos Island with Estero Boulevard in the general area of the town hall, such serious concerns were raised for only three issues.

The Coconut Road to Lovers Key alternative was tested in the first 2030 needs alternative network (combined with a Coconut Road interchange with I 75). The model predicted that it would reduce peak season daily traffic using the Bonita Beach Road bridge in 2030 by about 9,900, but relieve the Matanzas Pass Bridge of only 3,500 daily trips — not enough for a significant improvement in the level of service. The San Carlos Island to Fort Myers Beach alternative was tested in the second alternative needs network. The model predicted it that 11,200 daily trips would choose to use the new bridge, leaving only 17,500 daily trips using the existing Matanzas Pass Bridge, and improve levels of service to D or better throughout Fort Myers Beach and San Carlos Island and on the bridges and San Carlos Boulevard south of Summerlin Road. This alternative performed so well that the TAC and CAC decided to dispense with testing the Winkler extension alternative, and kept the San Carlos Island route for the remaining network alternative and recommended it be included in the 2030 highway needs assessment [*see improvement #111 on Figure 10*].

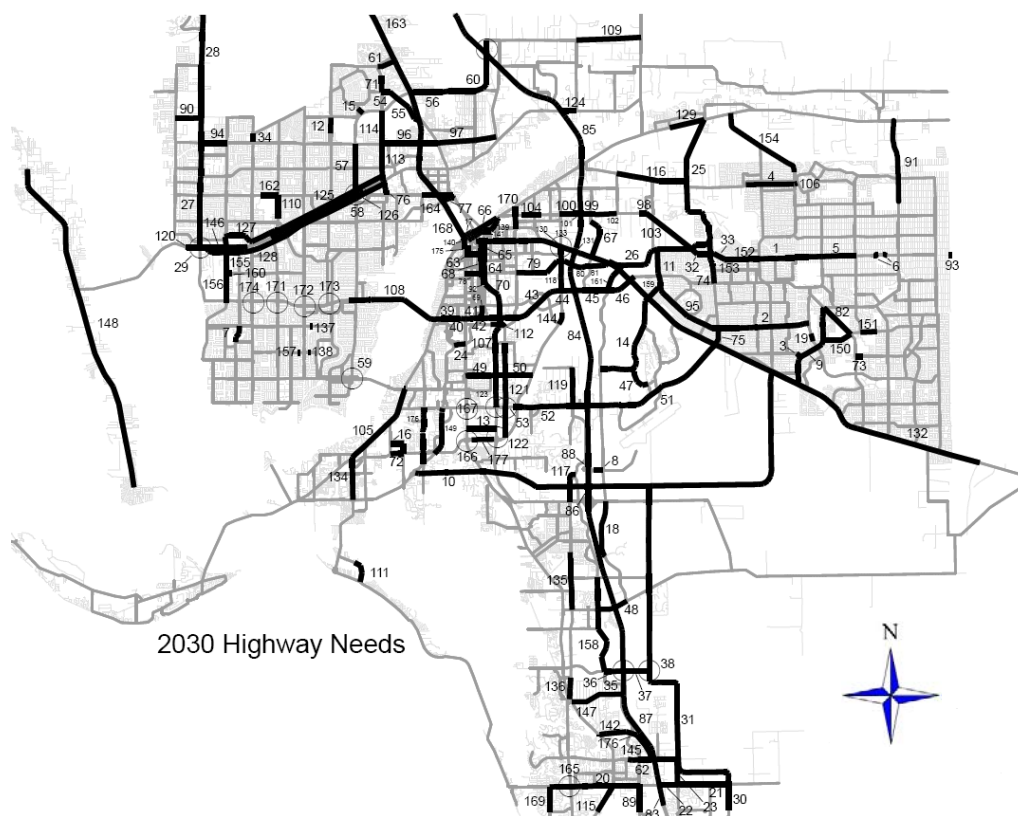


Figure 10 (new roads for 2030 indicated by heavy black lines)

Once the needs assessment is completed, the least valuable road projects from this needs assessment are eliminated until a final list includes only roads that could be built by the year 2030 with available funding sources. The final list and map are called the “2030 financially feasible plan.”

The entire 2030 plan was adopted by the MPO in December 2005. The new bridge shown as #111 on Figure 10 was made part of the 2030 financially feasible plan, based on the following preliminary assumptions:

- Construction responsibility: Lee County
- Length of new road segment: 0.86 miles
- Completion assumed: 2015
- Cost assumed: \$49,113,799
- Funding: Tolls on both new and existing bridges

It is unfortunate that whatever kind of relief can be provided to traffic congestion will be continually eroded by additional growth in the surrounding area. It will also be eroded by motorists who may have avoided Fort Myers Beach in the past, or reached it with public transit, if they take advantage of reduced congestion and begin driving to Fort Myers Beach during peak periods.

D. Recommendations on Times Square Area

The recommendations described in the previous section of this report are now under evaluation by town officials. None of the alternatives described would require any amendments to the comprehensive plan, although there is considerable urgency facing the town due to the impending redevelopment described on page 23.

The only related change to the comprehensive plan that have been identified would be to delete Policy 7-H-3 regarding left-turns on Estero Boulevard as northbound traffic passes Times Square, as discussed on page 23.

TRAFFIC CIRCULATION ANALYSIS
PREPARED FOR A
COMPREHENSIVE PLAN AMENDMENT
FOR
EBBTIDE

PROJECT NO. F0709.13

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2007-00051

PREPARED BY:
TR Transportation Consultants, Inc.
13881 Plantation Road, Suite 11
Fort Myers, Florida 33912-4339
(239) 278-3090

September 27, 2007

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- II. EXISTING CONDITIONS
- III. PROPOSED PLAN AMENDMENT
- IV. IMPACTS OF PROPOSED PLAN AMENDMENT
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EBBTIDE
POTENTIAL FEDERAL, STATE, OR COUNTY PROTECTED SPECIES
BY HABITAT TYPE AND DESIGNATED STATUS

September 25, 2007

FLUCFCS Code and Description		Potential Protected Species	USFWS Status	FWCC Status	County Status
180	Boat Docks*	Eastern Indigo Snake (<i>Drymarchon corais couperi</i>)	T	T	P
		Gopher Tortoise (<i>Gopherus polyphemus</i>)	-	T	P
184	Marina*	Florida Manatee (<i>Trichechus manatus latirostris</i>)	E	E	-
422	Brazilian Pepper*	Eastern Indigo Snake (<i>Drymarchon corais couperi</i>)	T	T	P
		Gopher Tortoise (<i>Gopherus polyphemus</i>)	-	T	P
540	Bays and Estuaries	American Alligator (<i>Alligator mississippiensis</i>)	T	SSC	P
		Roseate Spoonbill (<i>Ajaia ajaja</i>)	-	SSC	P
		Limpkin (<i>Aramus guarauna</i>)	-	SSC	P
		Little Blue Heron (<i>Egretta caerulea</i>)	-	SSC	P
		Reddish Egret (<i>Egretta rufescens</i>)	-	SSC	P
		Snowy Egret (<i>Egretta thula</i>)	-	SSC	P
		Tri-Colored Heron (<i>Egretta tricolor</i>)	-	SSC	P
		Everglades Mink (<i>Mustela vison evergladensis</i>)	-	T	P
		Florida Manatee (<i>Trichechus manatus latirostris</i>)	E	E	-
6129 E1	Mangroves, Disturbed (0-24% Exotics)	Roseate Spoonbill (<i>Ajaia ajaja</i>)	-	SSC	P
		Little Blue Heron (<i>Egretta caerulea</i>)	-	SSC	P
		Snowy Egret (<i>Egretta thula</i>)	-	SSC	P
		Tri-Colored Heron (<i>Egretta tricolor</i>)	-	SSC	P
		Brown Pelican (<i>Pelecanus occidentalis</i>)	-	SSC	P
		Reddish Egret (<i>Egretta rufescens</i>)	-	SSC	P
		Wood Stork (<i>Mycteria americana</i>)	E	E	P
6129 E3	Mangroves, Disturbed (50-75% Exotics)	Big Cypress Fox Squirrel (<i>Sciurus niger avicennia</i>)	-	T	P
		Florida Black Bear (<i>Ursus americanus floridanus</i>)	-	T	P
		American Alligator (<i>Alligator mississippiensis</i>)	T	SSC	P
		Twisted Air Plant (<i>Tillandsia flexuosa</i>)	-	-	P
		Prickly-Apple (<i>Cereus gracillis</i>)	-	-	P
740	Disturbed Land*	Eastern Indigo Snake (<i>Drymarchon corais couperi</i>)	T	T	P
		Gopher Tortoise (<i>Gopherus polyphemus</i>)	-	T	P

*Habitat surveyed for the species noted as a precautionary measure although not required per the LDC.

County-Lee County

USFWS-United States Fish and Wildlife Service

FWCC-Florida Fish and Wildlife Conservation Commission

E-Endangered

P-Protected in Lee County

SSC Species of special concern

T-Threatened

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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic circulation analysis pursuant to the requirements outlined in the application document for Comprehensive Plan Amendment requests. The analysis will examine the impact of the requested land use change from Suburban, Industrial Development, Urban Community, and Wetlands to a site specific land use designation to be titled 'Destination Resort Mixed Use Water Dependant Land Use'. The subject site is located along Main Street east of its intersection with San Carlos Boulevard in Lee County, Florida.

The following report will examine the impacts of changing the future land use category from the four existing land uses (Suburban, Industrial Development, Urban Community, and Wetlands) to a new site specific land use designation to be titled 'Destination Resort Mixed Use Water Dependant Land Use'.

II. EXISTING CONDITIONS

The subject site currently contains several existing uses including Recreational Vehicle lots, Marina uses, and an existing restaurant. The subject site is bordered by Hurricane Bay to the north and the Matanzas Pass to the south. To the east and west of the subject site are existing Recreational Vehicle lots and marina uses.

San Carlos Boulevard (S.R. 865) is a two-lane undivided roadway south of Main Street and a four-lane undivided roadway with a two-way left turn lane north of Main Street. The intersection of San Carlos Boulevard and Main Street currently operates under two-way stop control. San Carlos Boulevard has a posted speed limit of 45 mph and is under the jurisdiction of the Florida Department of Transportation.

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Main Street is a two-lane undivided local roadway that bisects the subject site. Currently Main Street terminates less than one (1) mile east of its intersection with San Carlos Boulevard. However, Lee County currently has plans to construct a bridge that would connect Main Street to Estero Parkway on Fort Myers Beach based on the current 2030 Financially Feasible Plan. Main Street is under the jurisdiction of the Lee County Department of Transportation.

III. PROPOSED PLAN AMENDMENT

The proposed Comprehensive Plan Amendment would change the future land use designation on the subject site from the existing Suburban, Industrial Development, Urban Community, and Wetlands to a site specific land use designation to be titled 'Destination Resort Mixed Use Water Dependant Land Use'. Based on the permitted uses within the Lee Plan for these land use designations, the proposed land use designation change would result in an increase in the number of allowable multi-family residential units and hotel units but a decrease in the allowable marina uses. **Table 1** highlights the intensity of uses that could be constructed under the existing land use designation and the intensity of uses under the proposed land use designation.

**Table 1
Ebbtide
Land Uses**

Existing/Proposed	Land Use Category	Intensity
Existing	Suburban, Industrial Development, Urban Community, and Wetlands	134 residential units
		145,000 s.f. marine industrial
		0 hotel units
Proposed	Destination Resort Mixed Use Water Dependant Land Use	600 residential units
		20,000 s.f. marine industrial
		300 hotel units

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IV. IMPACTS OF PROPOSED PLAN AMENDMENT

The transportation related impacts of the proposed comprehensive plan amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range (5-year horizon) impact the proposed amendment would have on the existing and future roadway infrastructure.

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) recently updated 2030 long range transportation travel model was reviewed to determine the impacts the amendment would have on the surrounding area. The subject site lies within Traffic Analysis Zone (TAZ) 1695. The model has both productions and attractions included in this zone. The productions include both single-family and multi-family housing as well as some hotel uses. The attractions include industrial, commercial, and service employees. Table 3 identifies the land uses currently contained in the long range travel model utilized by the MPO and Lee County for the Long Range Transportation Analysis.

**Table 3
TAZ 1695
Land Uses in Existing 2030 Travel Model**

Land Use Category	Intensity
Single Family Homes	81 residential units
Multi-Family Homes	849 residential units
Hotel Units	22 rooms
Industrial Employment	86 employees
Commercial Employment	94 employees
Service Employment	261 employees

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Based on the data for TAZ 1695, indicated in Table 3, the current Lee County MPO 2030 Long Range Transportation Plan (LRTP) does not account for all of the development permitted within TAZ 1695 based on the current land use designations. For example,

TAZ 1695 does not include all of the employees that would work at the site assuming the site included all 145,000 square feet of marine industrial uses currently permitted under the existing land use designations. Therefore, the number of industrial employees was not reduced for the purposes of this analysis even though the allowable amount of marine industrial uses will be reduced.

The proposed Comprehensive Plan Amendment is anticipated to add 466 multi-family residential units and a 300 room hotel to the existing 2030 Financially Feasible FSUTMS Model. It should be noted that there will be some commercial uses within the proposed hotel that will be ancillary to the hotel. In addition, there are and will continue to be both wet and dry slips permitted as ancillary uses to the marine industrial portion of the site. Table 4 indicates the revised TAZ data for Zone 1695 with the proposed density requested with this Comprehensive Plan Amendment.

Table 4
Based on Proposed Map Amendment within TAZ 1695
Land Uses in Modified 2030 Travel Model

Land Use Category	Intensity
Single Family Homes	81 residential units
Multi-Family Homes	1,315 residential units
Hotel Units	322 rooms
Industrial Employment	86 employees
Commercial Employment	94 employees
Service Employment	261 employees

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The modifications made to the TAZ data, including ZDATA1 and ZDATA2 files, are attached to the Appendix for reference. The 2030 Long Range Transportation model (FSUTMS) was run with the existing data shown in Table 3 then compared to runs with the modified data from Table 4 to indicate what additional improvements above and beyond those indicated in the 2030 Financially Feasible Plan Highway Element. The 2030 Financially Feasible Plan Highway Element improvements were included in the FSUTMS runs. Based on the 2030 MPO Financially Feasible plan, the only roadway improvement planned within the vicinity of the subject site is the construction of a bridge

that would connect the eastern terminus of Main Street to Estero Parkway on Fort Myers Beach.

Based on this analysis, none of the roadway segments analyzed are shown to operate below the adopted Level of Service standard in the year 2030. **Figure 1** illustrates the projected 2030 traffic conditions on the surrounding roadway network both with and without the proposed Comprehensive Plan Amendment. No changes to the Lee County MPO Long Range Transportation Plan will be warranted as a result of this analysis.

Short Range Impacts (5-year horizon)

The Lee County Capital Improvement Program (CIP) for Fiscal Year 2006/2007 to 2010/2011 was reviewed, as well as the FDOT Work Program for Fiscal Year 2006/2007 to 2010/2011 in order to determine the short term impacts the proposed land use change would have on the surrounding roadways.

The only improvement in the vicinity of the subject site included in either the Lee County CIP or FDOT Work Program is the ongoing widening improvements to Summerlin Road east of San Carlos Boulevard. This improvement was accounted for in the 2030 FSUTMS analysis. No additional improvements would be required in the short term in order to support the proposed Comprehensive Plan Amendment.

Recommendations to the Long Range Transportation Plan

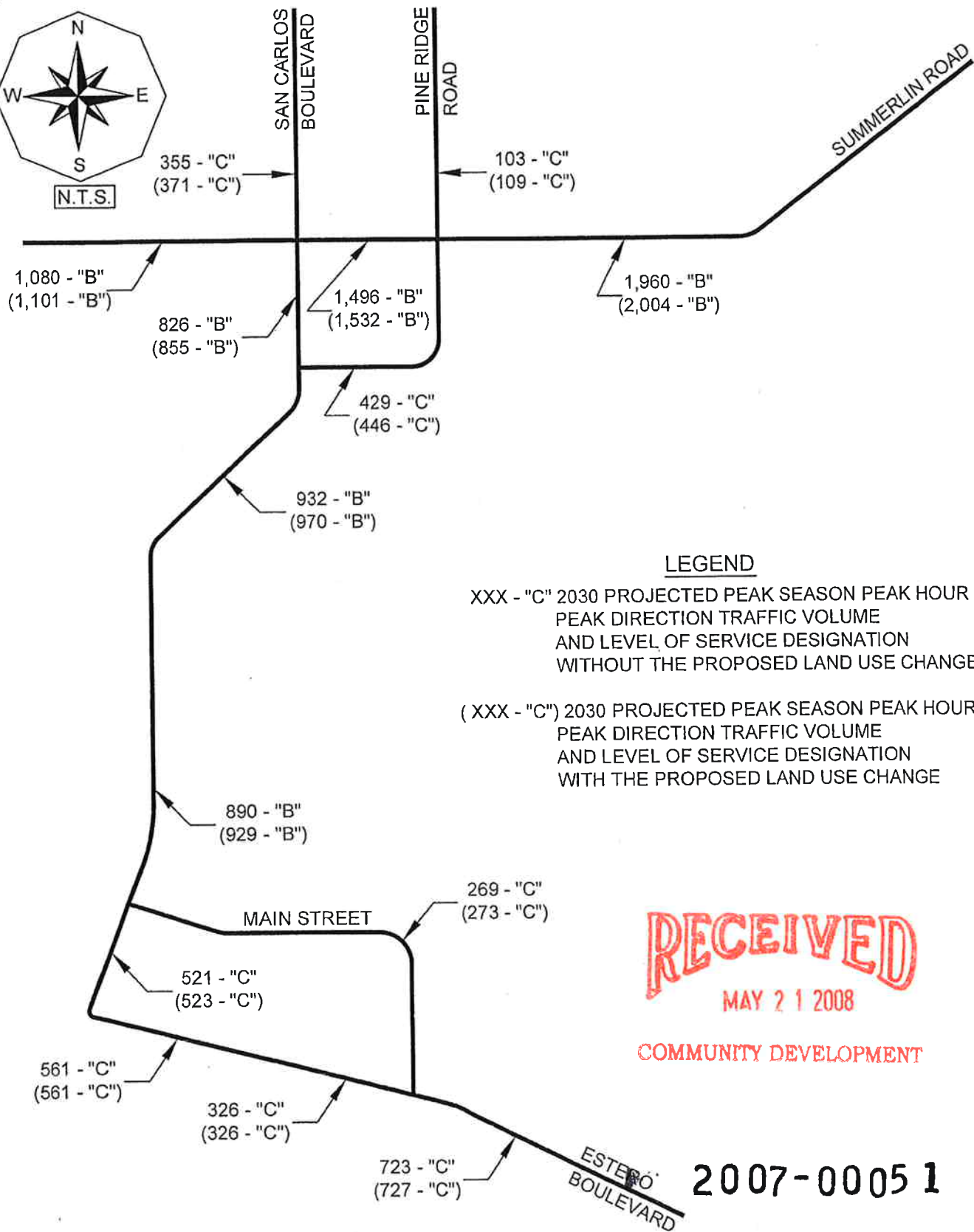
Based on this analysis, none of the roadway segments analyzed are shown to operate below the adopted Level of Service standard in the year 2030. Therefore no changes to the Lee County MPO Long Range Transportation Plan will be warranted as a result of this analysis.

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F0709.13



V. CONCLUSION

The proposed Comprehensive Plan Amendment is to modify the future land use designation on the subject site from the existing Suburban, Industrial Development, Urban Community, and Wetlands designations to a site specific land use designation to be titled 'Destination Resort Mixed Use Water Dependant Land Use'. The subject site is located along Main An analysis of the 2030 Recommended Long Range Transportation Plan indicates that none of the roadway segments analyzed are anticipated to operate below the adopted Level of Service standard. Therefore no changes to the Lee County MPO Long Range Transportation Plan will be warranted as a result of this analysis.

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APPENDIX

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2030 TRAFFIC CONDITIONS
WITH/WITHOUT THE PROPOSED
LAND USE CHANGE

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**2030 TRAFFIC CONDITIONS WITH EXISTING DENSITY
EXISTING PLUS PROGRAMMED ROAD NETWORK
EBBTIDE COMPREHENSIVE PLAN AMENDMENT**

ROADWAY	# OF LANES	LOS	STANDARD	RAW FSUTMS	P.S.#	PSWDT/AADT	2030 AADT	K-100 FACTOR ²	D FACTOR ²	TOTAL TRAFFIC LOS SERVICE	
										PK DIRECTION	VOLUME ³
SEGMENT											LOS
San Carlos Blvd.	2LN	E	N. of Summerlin Rd.	8,622	37	1.170	7,369	0.091	0.53	355	920
	4LN	E	S. of Summerlin Rd.	28,875	8	1.153	25,043	0.060	0.55	826	1,950
	4LN	E	S. of Pine Ridge Rd.	32,548	8	1.153	28,229	0.060	0.55	932	1,950
	4LN	E	N. of Main St.	31,092	8	1.153	26,966	0.060	0.55	890	1,950
	2LN	E	S. of Main St.	18,196	8	1.153	15,781	0.060	0.55	521	920
Estero Blvd.	2LN	E	E. of San Carlos Blvd.	13,328	44	1.090	12,228	0.085	0.54	561	920
	2LN	E	W. of Main St.	7,752	44	1.090	7,112	0.085	0.54	326	920
	2LN	E	E. of Main St.	17,162	44	1.090	15,745	0.085	0.54	723	920
Main St.	2LN	E	E. of San Carlos Blvd.	9,410	8	1.153	8,161	0.060	0.55	269	850
Summerlin Rd.	4LN	E	W. of San Carlos Blvd.	25,016	36	1.277	19,590	0.104	0.53	1,080	1,950
	6LN	E	E. of San Carlos Blvd.	34,665	19	1.277	27,146	0.104	0.53	1,496	3,040
	6LN	E	E. of Pine Ridge Rd.	45,420	19	1.277	35,568	0.104	0.53	1,960	3,040
Pine Ridge Rd.	2LN	E	N. of Summerlin Rd.	2,170	35	1.113	1,950	0.104	0.51	103	850
	2LN	E	S. of Summerlin Rd.	9,009	35	1.113	8,094	0.104	0.51	429	850

¹ Calculated based upon data from the 2006 Lee County Traffic Count Report. The data for PCS #36 was utilized for PCS #19 as Summerlin Road has been under construction for the past two years.

² Obtained from the 2006 Lee County Traffic Count Report

³ Obtained from the Lee County Generalized Service Volumes Table

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**2030 TRAFFIC CONDITIONS WITH PROPOSED DENSITY
EXISTING PLUS PROGRAMMED ROAD NETWORK
EBBTIDE COMPREHENSIVE PLAN AMENDMENT**

ROADWAY	SEGMENT	# OF LANES	LOS STANDARD	RAW FSUTMS	P.C.S. #	PSWDT/AADT	2030 AADT	K-100 FACTOR ²	D FACTOR ²	TOTAL TRAFFIC LOS SERVICE	
										PK DIRECTION	VOLUME ³
San Carlos Blvd.	N. of Summerlin Rd.	2LN	E	9,011	37	1,170	7,702	0.091	0.53	371	920
	S. of Summerlin Rd.	4LN	E	29,859	8	1,153	25,897	0.060	0.55	855	1,950
	S. of Pine Ridge Rd.	4LN	E	33,893	8	1,153	29,395	0.060	0.55	970	1,950
	N. of Main St.	4LN	E	32,471	8	1,153	28,162	0.060	0.55	929	1,950
	S. of Main St.	2LN	E	18,283	8	1,153	15,857	0.060	0.55	523	920
Estero Blvd.	E. of San Carlos Blvd.	2LN	E	13,333	44	1,090	12,232	0.085	0.54	561	920
	W. of Main St.	2LN	E	7,731	44	1,090	7,093	0.085	0.54	326	920
	E. of Main St.	2LN	E	17,264	44	1,090	15,839	0.085	0.54	727	920
Main St.	E. of San Carlos Blvd.	2LN	E	9,532	8	1,153	8,267	0.060	0.55	273	850
Summerlin Rd.	W. of San Carlos Blvd.	4LN	E	25,499	36	1,277	19,968	0.104	0.53	1,101	1,950
	E. of San Carlos Blvd.	6LN	E	35,487	19	1,277	27,789	0.104	0.53	1,532	3,040
	E. of Pine Ridge Rd.	6LN	E	46,438	19	1,277	36,365	0.104	0.53	2,004	3,040
Pine Ridge Rd.	N. of Summerlin Rd.	2LN	E	2,292	35	1,113	2,059	0.104	0.51	109	850
	S. of Summerlin Rd.	2LN	E	9,357	35	1,113	8,407	0.104	0.51	446	850

¹ Calculated based upon data from the 2006 Lee County Traffic Count Report. The data for PCS #36 was utilized for PCS #19 as Summerlin Road has been under construction for the past two years.

² Obtained from the 2006 Lee County Traffic Count Report

³ Obtained from the Lee County Generalized Service Volumes Table

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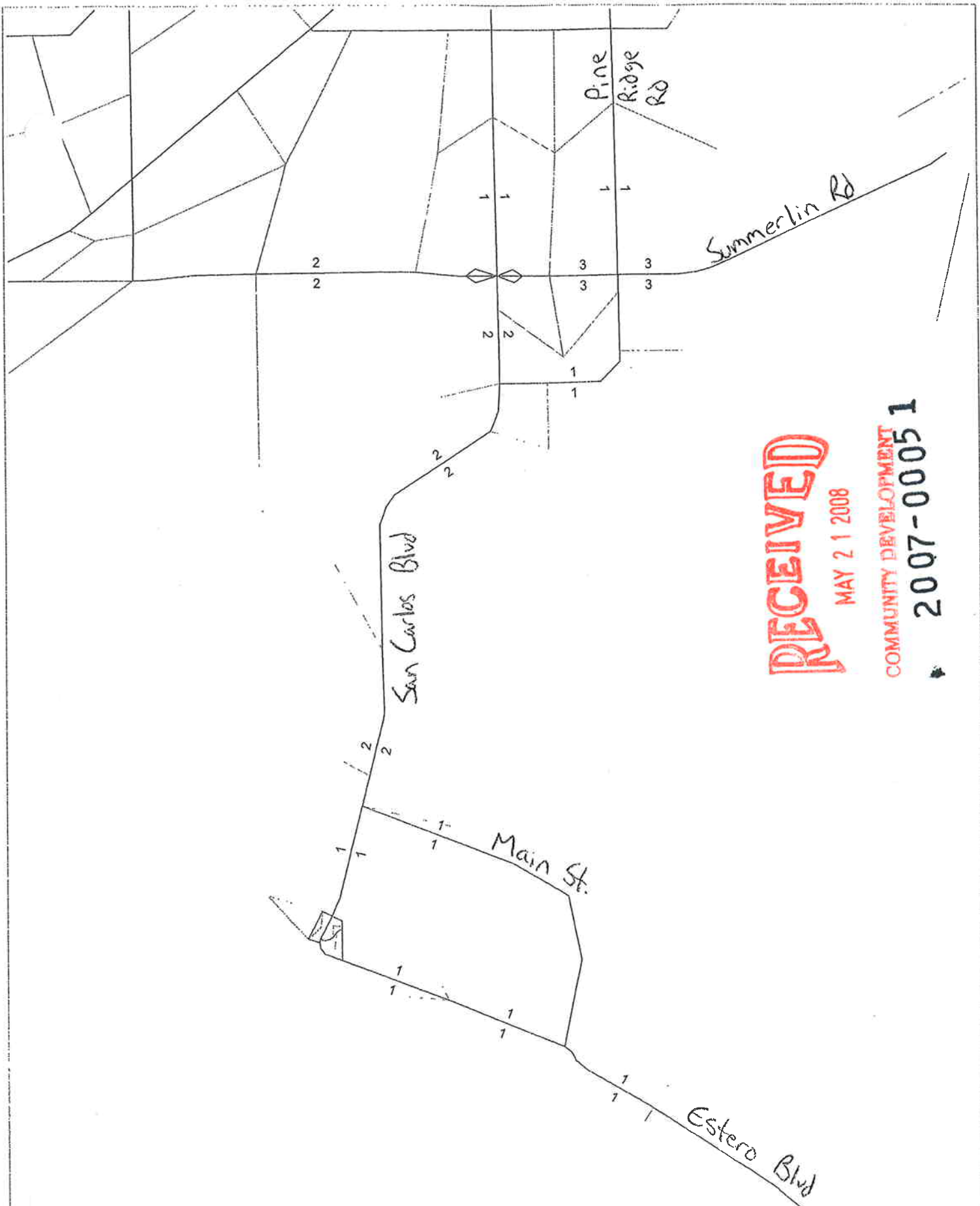
FSUTMS DATA PLOTS BOTH
WITH/WITHOUT THE PROPOSED
LAND USE CHANGE

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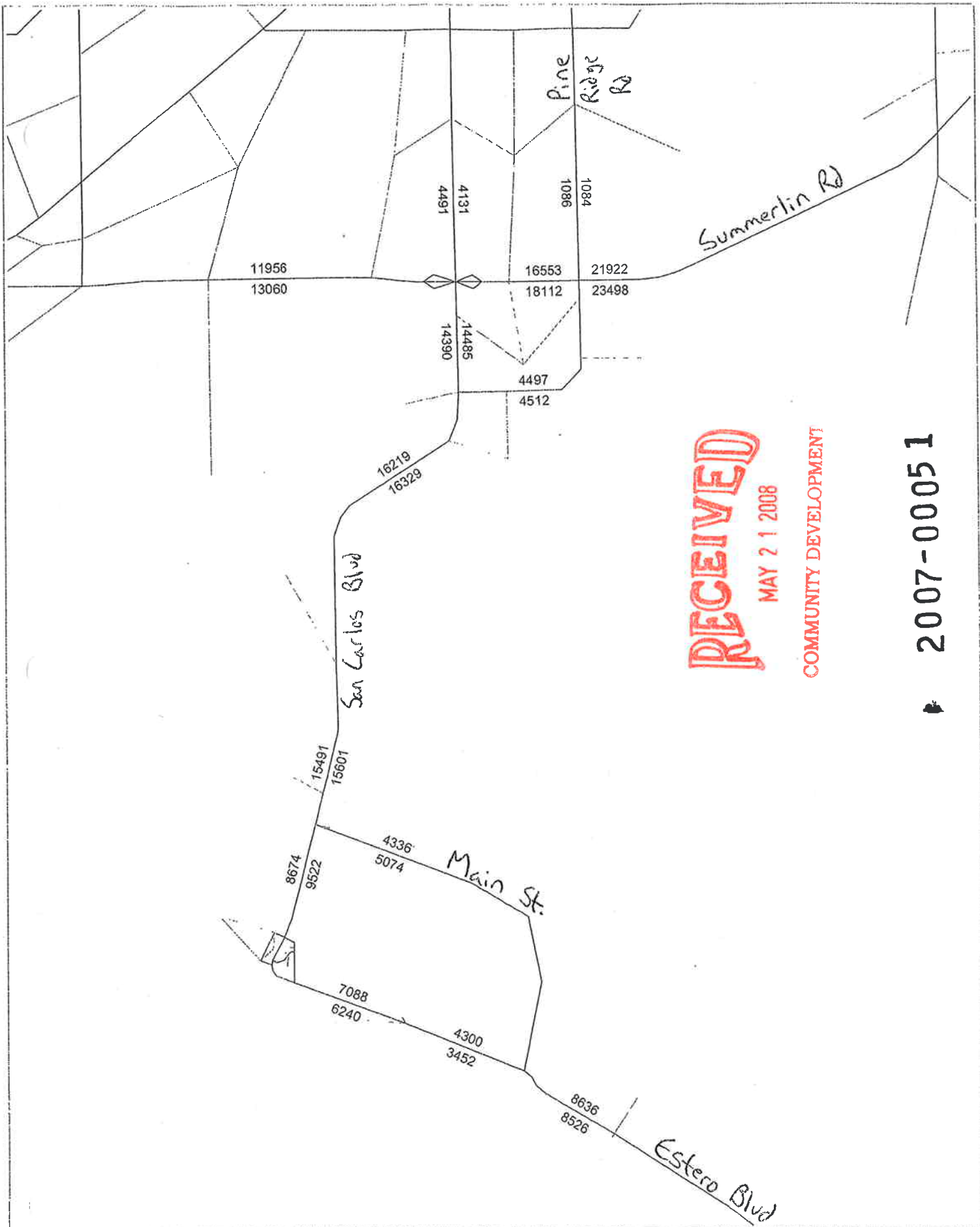
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2007-00051

2030 Financially Feasible Plan
Programmed Number of Lanes For Each Roadway Analyzed
No Modifications

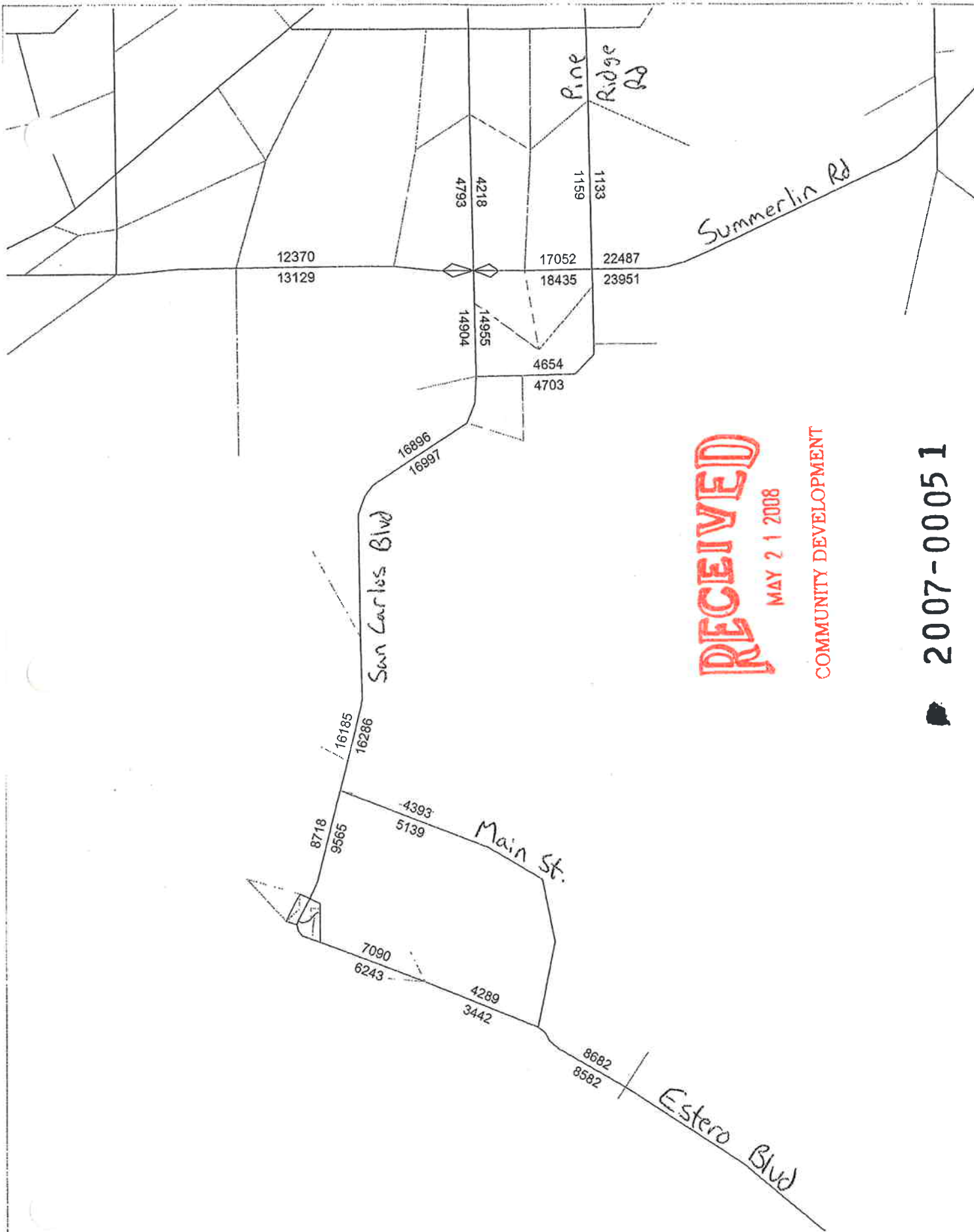


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2030 Financially Feasible Plan
With Proposed Ebbtide Comprehensive Plan Amendment

ZDATA FILE INFORMATION

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EXISTING 2030 FINANCIALLY FEASIBLE PLAN

Z-DATA 1 File

TAZ	Single Family Data	Multi-Family Data	Hotel
1 0 1695	81 5 3 132 0 27 73	849 51 34 679 6 74 20	22 99 38

Population:

TAZ 1695

Single Family: 1.6 persons/unit
 Multi Family: 0.8 persons/unit
 Hotel: 1.7 persons/unit

Z_DATA 2 file

Indust.	Comm.	Serv.	Tot	School
TAZ	Emp.	Emp.	Emp.	Enr.
1695	86	94	261	441 67 0 0

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MODIFIED 2030 FINANCIALLY FEASIBLE PLAN
WITH PROPOSED COMP PLAN CHANGE

Z-DATA 1 File

TAZ	Single Family Data	Multi-Family Data	Hotel
1 0 1695	81 5 3 132 0 27 73	1315 51 34 1052 6 74 20	322 99 547

Population:

TAZ 1695

Single Family: 1.6 persons/unit
Multi Family: 0.8 persons/unit
Hotel: 1.7 persons/unit

Z_DATA 2 file

TAZ	Indust. Emp.	Comm. Serv. Emp.	Tot Emp.	School Enr.
2 1695	86	94 261	441	67 0 0

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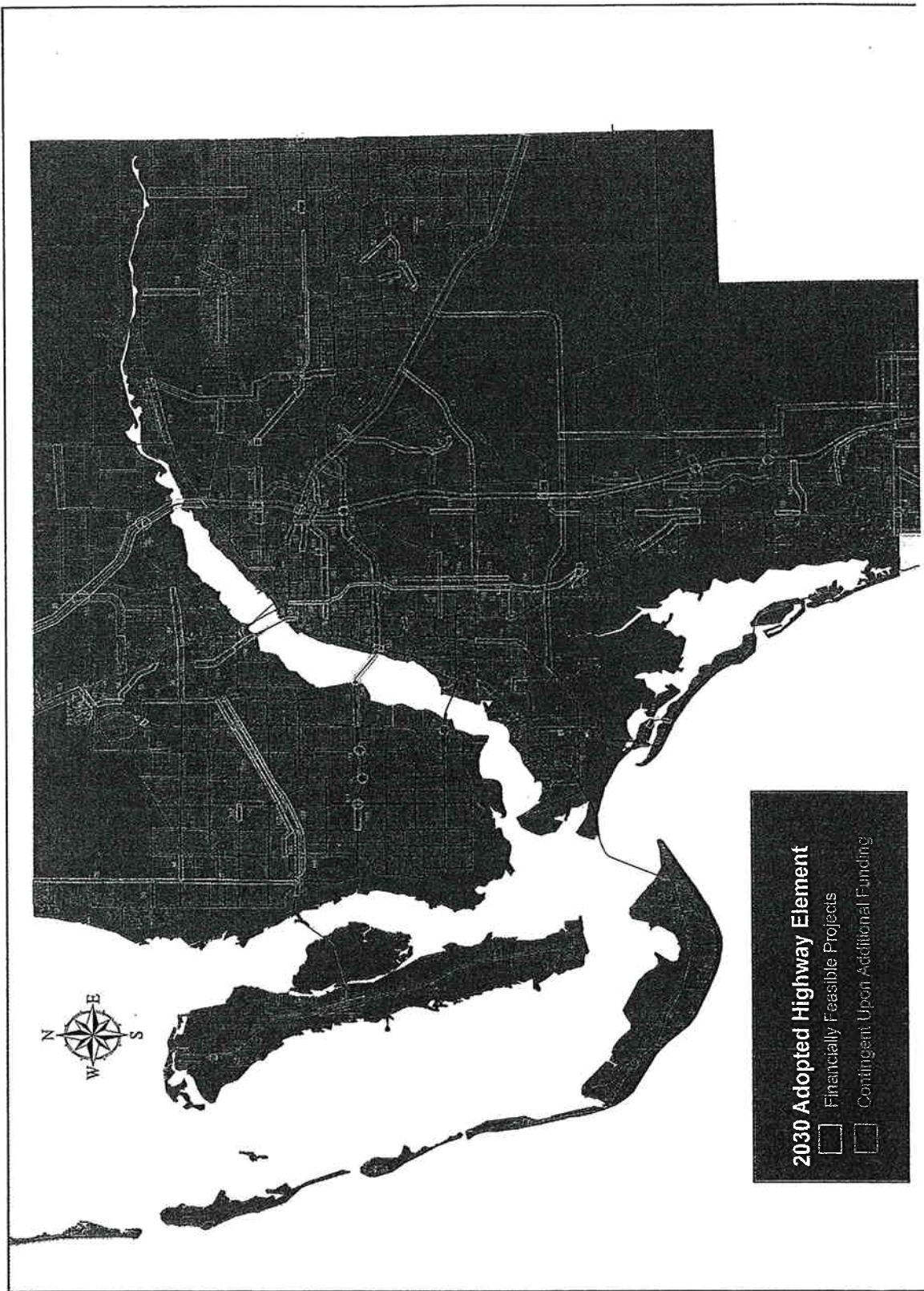
ADOPTED 2030 HIGHWAY
ELEMENT

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LEE COUNTY GENERALIZED LEVEL OF SERVICE THRESHOLDS

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2007-0005 1

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

Sept., 2005

c:\input2

Uninterrupted Flow Highway						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	100	360	710	1,000	1,270
2	Divided	1,060	1,720	2,480	3,210	3,650
3	Divided	1,590	2,580	3,720	4,820	5,480

Arterials						
Class I (>0.00 to 1.99 signalized intersections per mile)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	290	760	900	920
2	Divided	450	1,630	1,900	1,950	1,950
3	Divided	670	2,490	2,850	2,920	2,920
4	Divided	890	3,220	3,610	3,700	3,700

Class II (>2.00 to 4.50 signalized intersections per mile)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	210	660	850	900
2	Divided	*	490	1,460	1,790	1,890
3	Divided	*	760	2,240	2,700	2,830
4	Divided	*	1,000	2,970	3,500	3,670

Class III (more than 4.50 signalized intersections per mile)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	370	720	850
2	Divided	*	*	870	1,640	1,790
3	Divided	*	*	1,340	2,510	2,690
4	Divided	*	*	1,770	3,270	3,480

Controlled Access Facilities						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	120	740	930	960	960
2	Divided	270	1,620	1,970	2,030	2,030
3	Divided	410	2,490	2,960	3,040	3,040

Collectors						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	530	800	850
1	Divided	*	*	560	840	900
2	Undivided	*	*	1,180	1,620	1,720
2	Divided	*	*	1,240	1,710	1,800

Note: the service volumes for I-75 (freeway) should be from FDOT's most current version of LOS Handbook.

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LEE COUNTY PEAK SEASON DATA
FROM THE 2006 LEE COUNTY
TRAFFIC COUNT REPORT

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PERMANENT COUNT STATION 8 SAN CARLOS BLVD (SR 865) S OF PRESCOTT ST

2006 AADT = 32600
K100 Factor - 0.06

Monthly ADT as a % of Annual ADT

January	111%
February	114%
March	117%
April	115%
May	99%
June	93%
July	95%
August	87%
September	84%
October	94%
November	101%
December	90%

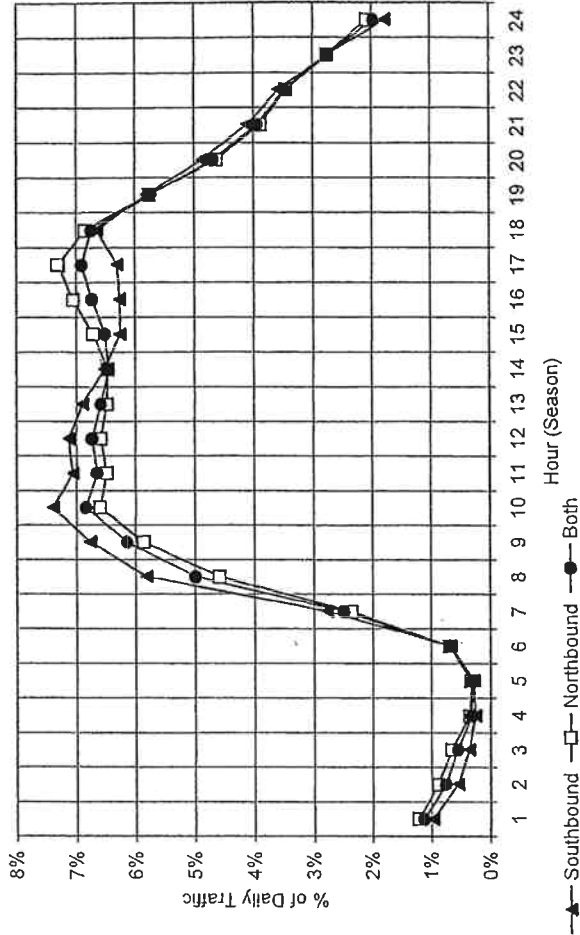
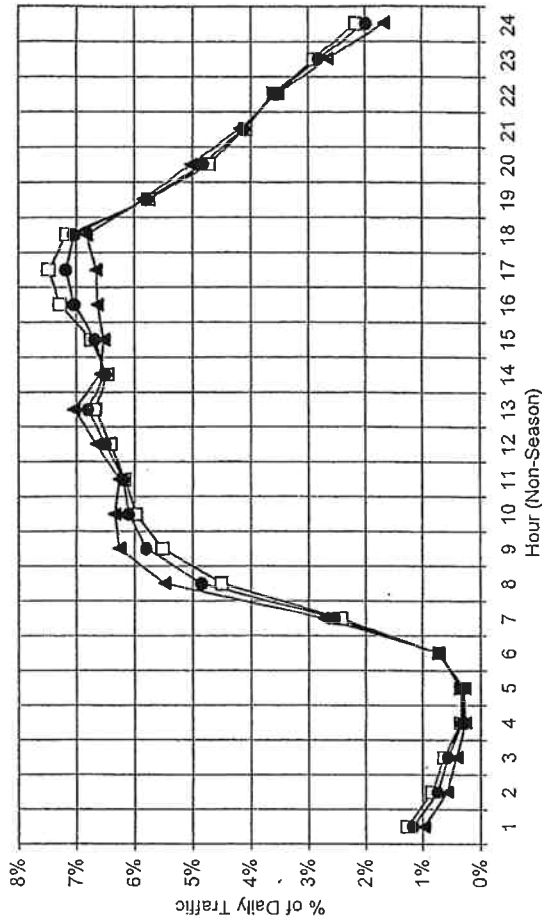
Day of Week as a % of Annual ADT

Monday	97%
Tuesday	98%
Wednesday	98%
Thursday	100%
Friday	109%
Saturday	104%
Sunday	94%

Weekday Peak Flow Characteristics

Season	Non-Season	Season
Peak Flow between 7 a.m. and 9 a.m.	5.3%	5.6%
1) as a % of weekday traffic	54%	55%
2) directional Split (peak direction)	Southbound	Southbound
Peak Flow between 4 p.m. and 6 p.m.	7.1%	6.8%
1) as a % of weekday traffic	52%	52%
2) directional Split (peak direction)	Northbound	Northbound

PERMANENT COUNT STATION 8 SAN CARLOS BLVD (SR 865) S OF PRESCOTT ST



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COMMUNITY DEVELOPMENT

2007-0005 1

PERMANENT COUNT STATION 35
SUMMERLIN RD (CR 869) S OF PARK MEADOWS

2006 AADT = 34300

K100 Factor - 0.104

Monthly ADT as a % of Annual ADT

January	109%
February	113%
March	112%
April	102%
May	98%
June	95%
July	85%
August	92%
September	96%
October	95%
November	98%
December	106%

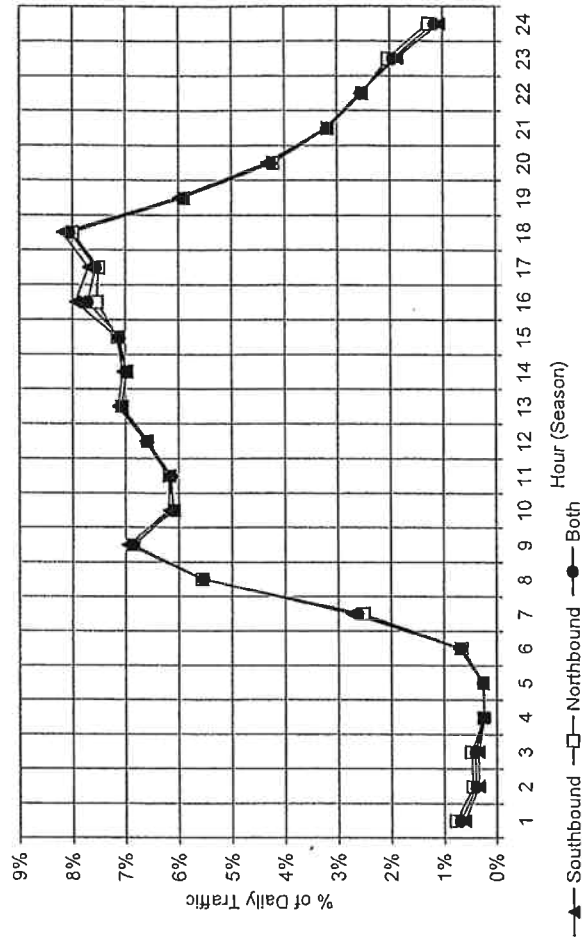
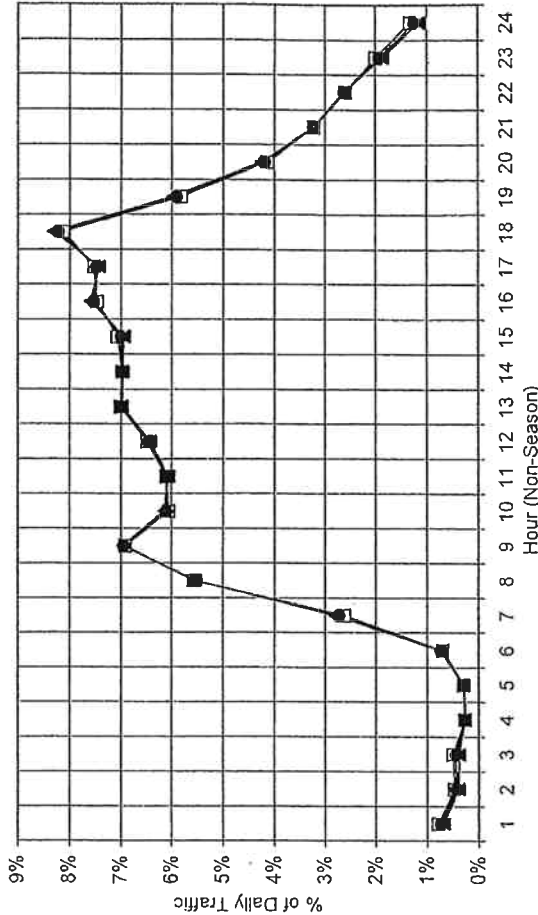
Day of Week as a % of Annual ADT

Monday	109%
Tuesday	114%
Wednesday	115%
Thursday	116%
Friday	115%
Saturday	76%
Sunday	57%

Weekday Peak Flow Characteristics

Season	Non-Season	Season
Peak Flow between 7 a.m. and 9 a.m.	6.2%	6.2%
1) as a % of weekday traffic	50%	50%
2) directional Split (peak direction)	Southbound	Southbound
Peak Flow between 4 p.m. and 6 p.m.	7.8%	7.8%
1) as a % of weekday traffic	50%	51%
2) directional Split (peak direction)	Southbound	Southbound

PERMANENT COUNT STATION 35
SUMMERLIN RD (CR 869) S OF PARK MEADOWS



PERMANENT COUNT STATION 36 SUMMERLIN RD (CR 869) E OF JOHN MORRIS RD

2006 AADT = 17300

K100 Factor - 0.104

Monthly ADT as a % of Annual ADT

January	119%
February	130%
March	134%
April	117%
May	96%
June	90%
July	88%
August	79%
September	75%
October	83%
November	100%
December	106%

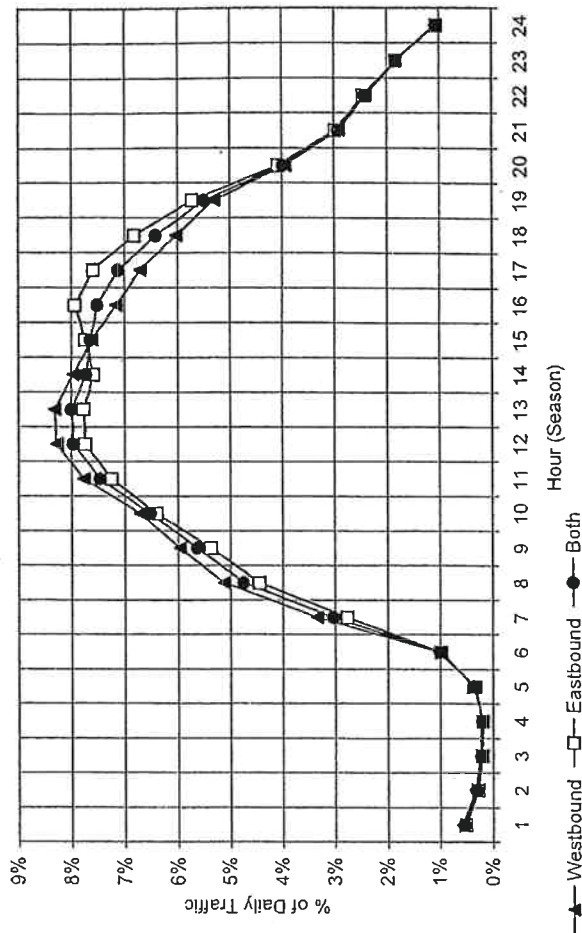
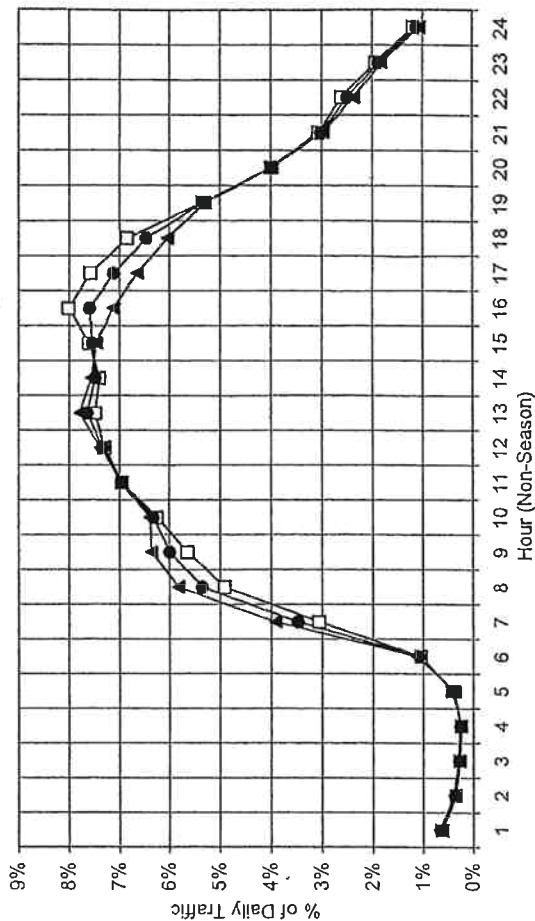
Day of Week as a % of Annual ADT

Monday	99%
Tuesday	101%
Wednesday	104%
Thursday	103%
Friday	111%
Saturday	101%
Sunday	81%

Weekday Peak Flow Characteristics

Peak Flow between 7 a.m. and 9 a.m. 1) as a % of weekday traffic 2) directional Split (peak direction)	Non-Season	Season
Peak Flow between 4 p.m. and 6 p.m. 1) as a % of weekday traffic 2) directional Split (peak direction)	5.7% 54% Westbound	5.2% 53% Westbound
	6.8% 53% Eastbound	6.8% 53% Eastbound

PERMANENT COUNT STATION 36 SUMMERLIN RD (CR 869) E OF JOHN MORRIS RD



COMMUNITY DEVELOPMENT

MAY 21 2008

2007-00051

PERMANENT COUNT STATION 37 MCGREGOR BLVD (SR 867) S OF PINE RIDGE RD

2006 AADT = 29900

K100 Factor - 0.091

Monthly ADT as a % of Annual ADT

January	104%
February	115%
March	125%
April	111%
May	97%
June	92%
July	86%
August	87%
September	86%
October	95%
November	104%
December	97%

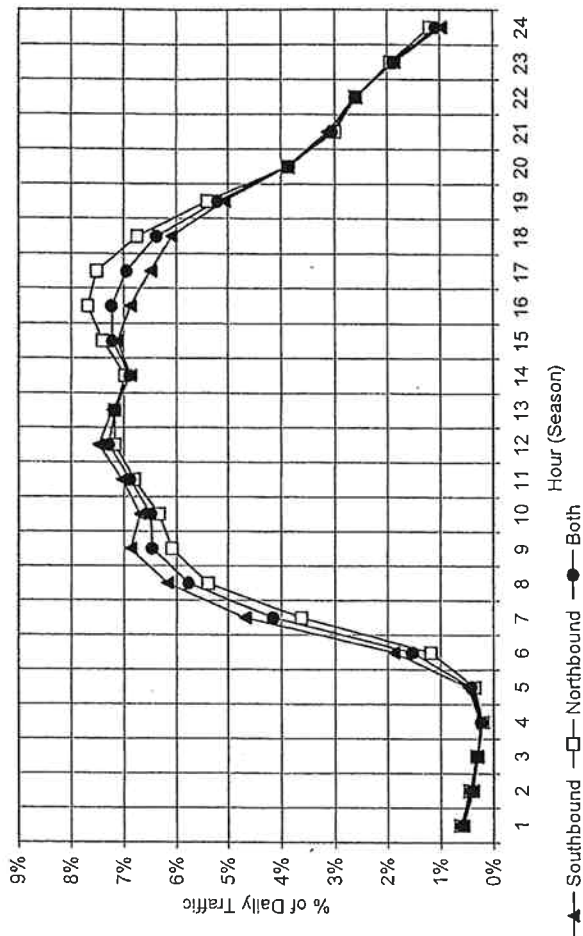
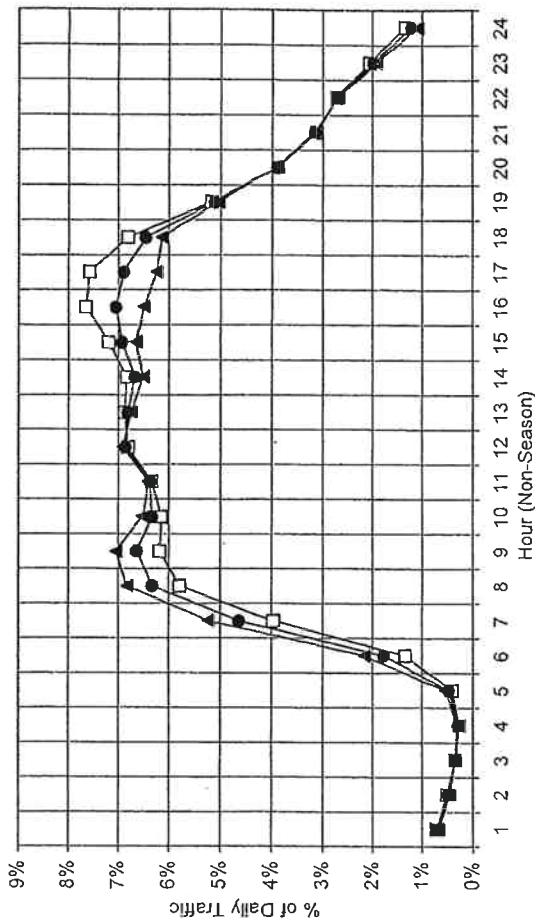
Day of Week as a % of Annual ADT

Monday	101%
Tuesday	105%
Wednesday	106%
Thursday	107%
Friday	112%
Saturday	94%
Sunday	76%

Weekday Peak Flow Characteristics

Peak Flow between 7 a.m. and 9 a.m.	Non-Season	Season
1) as a % of weekday traffic	6.5%	6.1%
2) directional Split (peak direction)	54%	53%
	Southbound	Southbound
Peak Flow between 4 p.m. and 6 p.m.		
1) as a % of weekday traffic	6.7%	6.7%
2) directional Split (peak direction)	54%	53%
	Northbound	Northbound

PERMANENT COUNT STATION 37 MCGREGOR BLVD (SR 867) S OF PINE RIDGE RD



COMMUNITY DEVELOPMENT
MAY 21 2008

2007-00051

PERMANENT COUNT STATION 44
ESTERO BV N OF DONORA BV

2006 AADT = 15300
K100 Factor = 0.085

Monthly ADT as a % of Annual ADT

January	110%
February	110%
March	107%
April	110%
May	100%
June	95%
July	97%
August	87%
September	83%
October	95%
November	105%
December	102%

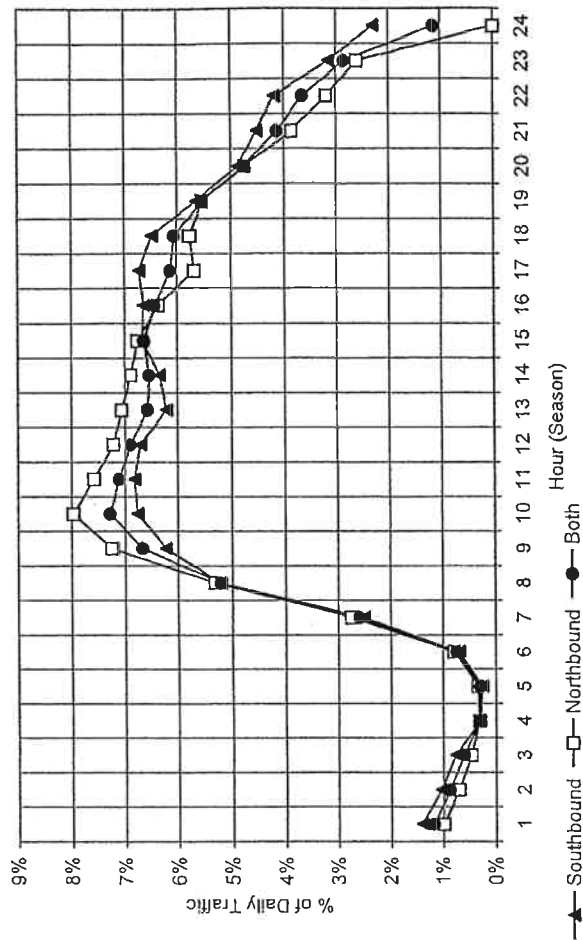
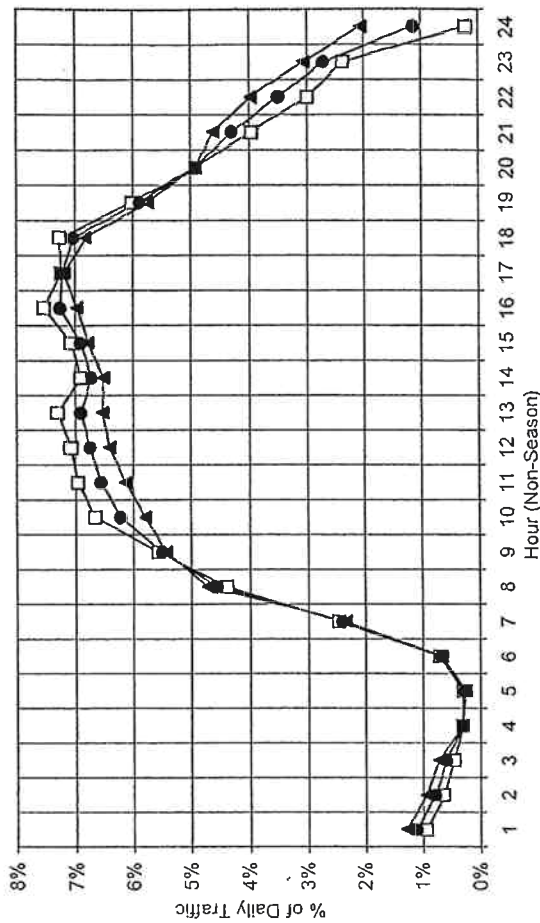
Day of Week as a % of Annual ADT

Monday	100%
Tuesday	100%
Wednesday	101%
Thursday	102%
Friday	108%
Saturday	100%
Sunday	91%

Weekday Peak Flow Characteristics

Peak Flow between 7 a.m. and 9 a.m.	Non-Season	Season
1) as a % of weekday traffic	5.0%	5.9%
2) directional Split (peak direction)	51%	52%
	Southbound	Northbound
Peak Flow between 4 p.m. and 6 p.m.	7.1%	6.1%
1) as a % of weekday traffic	51%	54%
2) directional Split (peak direction)	Northbound	Southbound

PERMANENT COUNT STATION 44
ESTERO BV N OF DONORA BV



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